

NORTHERN RAILWAY OF CANADA.—(REPORT, 1868.)
TRAFFIC DEPARTMENT.

APPENDIX U.

Return of the Comparative Traffic Value of Stations.

STATEMENT showing the relative Volume of Trade attributable to each Station of the Line, compiled from the Traffic Returns for the year ending 31st December, 1868.

Name of Stations in the order of their Value.	Value of Freight Traffic Inwards and Outwards.	Value of Passenger Traffic Inwards and Outwards.	Total Comparative Value.
1. Toronto.....	347,162 05	123,767 92	470,929 97
2. Collingwood	103,876 73	35,882 52	139,759 25
3. Bell Ewart.....	44,993 57	7,156 90	52,150 47
4. Barrie	19,272 68	30,013 06	49,285 74
5. Angus.....	42,004 95	7,102 00	49,106 95
6. Newmarket.....	21,121 59	16,320 94	37,442 53
7. Bradford.....	20,036 75	14,503 98	34,540 73
8. Allandale.....	26,732 83	5,951 90	32,684 73
9. Stayner.....	19,540 52	11,468 54	31,009 06
10. Aurora.....	14,867 57	9,680 26	24,547 83
11. Lefroy.....	16,933 69	5,375 66	22,309 35
12. New Lowell.....	15,992 82	3,888 02	19,880 84
13. King.....	7,111 94	4,987 98	12,099 92
14. Gilford.....	8,507 42	3,426 24	11,933 66
15. Holland Landing.....	6,442 87	3,761 62	10,204 49
16. Thornhill.....	5,752 25	3,796 40	9,548 65
17. Richmond Hill	4,020 12	4,507 50	8,527 62
18. Sunnidale.....	2,556 97	1,188 52	3,745 49
19. Bramley (opened Dec. 1st, 1868)	1,485 40	30 60	1,516 00
20. Davenport	992 78		992 48
	\$728,412 72	\$293,803 04	\$1,022,215 76

NOTE.—Both the Inwards and Outwards Traffic being accredited to each Station to represent the Total Volume of its Trade, the aggregate earnings are necessarily doubled.